

CONTACT INFORMATION AND SOME SIGNATURES HAVE BEEN REMOVED FROM THE APPLICATION. THIS DOCUMENT SERVES AS AN EXAMPLE OF A COMPLETED APPLICATION.

PLEASE BE SURE THAT YOU READ THROUGH THE CURRENT 2009 APPLICATION AND RESPOND ACCORDINGLY.

2008 SAFE ROUTES TO SCHOOL APPLICATION

Date Rec'd:
(For office use only)

All sections must be completed (See application instructions)

APPLICANT INFORMATION (IF OTHER THAN SPONSOR)

Organization: **Dr. Charles R. Drew Elementary School**

Address: **3819 St Claude Avenue** Phone:

City: **New Orleans** State: **Louisiana** Zip: **70117**

Contact Person: Title: Phone E-mail: Fax Number

SPONSOR INFORMATION: Infrastructure

Sponsoring Agency Name: **City of New Orleans, Department of Public Works**

Type of Sponsor: **Local Public Works**

Is the Sponsoring Agency willing to accept liability and maintenance of the project? **Yes**

Address: **City Hall 1300 Perdido Street, RM. 6W03** Phone:

City: **New Orleans** State: **LA** Zip: **70112**

Contact Person: Title:

E-mail: Fax Number:

SPONSOR INFORMATION: Non-Infrastructure

Sponsoring Agency Name: **Recovery School District**

Type of Sponsor: **School District**

Is the Sponsoring Agency willing to accept liability and maintenance of the project? **Yes**

Address: **1641 Poland Avenue** Phone:

City: **New Orleans** State: **LA** Zip: **70117**

Contact Person: Title:

E-mail: Fax Number:

PROJECT SUMMARY INFORMATION

Name of Project: **Safe Routes to Dr. Charles R. Drew Elementary**

Brief description: **This program seeks to improve the safety of students who walk to school and increase the proportion of students who walk or ride a bicycle to and from school. Infrastructure improvements are sought to reduce traffic speeds and create a more pleasurable walking and biking experience. Non-infrastructure improvements will assist in the enforcement of school speed zones and provide valuable lessons in safety for student cyclists and pedestrians. This proposal is being sponsored by two departments. The City of New Orleans Department of Public Works is sponsoring the infrastructure activities related to the proposal. The Recovery School District is sponsoring the non-infrastructure activities. Each entity is listed on the application sponsor pages and certification pages.**

Estimated cost: **294,651.42** Project Location (City/Parish): **New Orleans / Orleans Parish**

Project is located in: State House District No. **99** State Senate District No. **3**

See <http://www.legis.state.la.us/> to obtain district numbers.

Other considerations for eligibility

1. Is this project a part of a phased project? **no** Which phase of the series?
List other phases: _____
2. For Metropolitan Areas over 50,000 population, has the Metropolitan Planning Organization (MPO) endorsed the project? **yes** (If yes, please attach the MPO letter of endorsement.)
3. Has a local resolution endorsing the project and committing to provide any maintenance requirements been issued by the city or parish and included with this application? **no**
4. Does all right-of-way necessary for the project fall within public ownership or lease? **yes**
5. If no, can the applicant/sponsor obtain the property by Fee Simple or 25 year lease within 1 year of acceptance in the program? _____
6. Will all or part of the project be constructed inside State-Maintained Highway right-of-way? **yes**
7. Does any part of the project encroach on or cross railroad ROW? **no**
8. Is the Sponsor aware that the project must conform to applicable requirements of Americans with Disabilities Act (ADA) or any other state or federal laws concerning accessibility? **yes**
9. Indicate below the SRTS category that your project addresses? (check all that apply)

INFRASTRUCTURE

- Sidewalk improvements
- Traffic calming and speed reduction improvements:
- Pedestrian and bicycle crossing improvements
- On-street bicycle facilities
- Off-street bicycle and pedestrian facilities
- Secure bicycle parking facilities:

NON-INFRASTRUCTURE

- Bicycle and pedestrian safety curricula, materials and trainers.
- Modest incentives for SRTS contests, and incentives that encourage more walking and bicycling over time.
- Safety and educational tokens that also advertise the program.
- Photocopying, duplicating, and printing costs, including CDs, DVDs, etc.
- Pay for substitute teacher if needed to cover for faculty attending SRTS functions during school hours.
- Costs for additional law enforcement or equipment needed for enforcement activities.
- Other: Billboard advertisement and encouragement of the program.

SCHOOL INFORMATION

School District: **Recovery School District** Superintendent Name:
Address: **1641 Poland Avenue**
City: **New Orleans** State: **LA** Zip: **70117**
Contact Person:
Title:
Phone: Fax Number: Email:

(If more than one school is involved, photocopy this page, complete and attach to this section.)

School Name: **Dr. Charles R. Drew Elementary School**
School mailing address: **3819 St Claude Avenue, New Orleans, La 70117**
School physical address: **Same as mailing address**
Parish: **Orleans** Elementary or Middle School? **both** Grades: **K-8**
Number of Students: **521** Number of Teachers: **25**
Principal's contact information: Name:
Phone Number:

PTA/PTO contact information if applicable: N/A

Who is your school's designated **Safe Routes to School Coordinator**? (Please give a name and email address)

Are students allowed to walk to school? **YES** If not, is the school proposing to change this policy? _____

Does the school currently have any Safe Routes to School Programs? **NO**

PROBLEM IDENTIFICATION

Label your responses ATTACHMENT A

25 Points

1. Identify any obstacles (physical or perceived) to walking and /or biking to and from school. (8)

The neighborhood surrounding Drew Elementary School is characterized by a relatively well-connected grid street network. Two state highways, one major railroad, and the Inner Harbor Navigational Canal traverse the local street network and serve as physical barriers to walking and bicycling. Sidewalks are available along most local and State roadways. The quality of sidewalks, crosswalks and pavement in the project area vary from poor to good. High volume, high speed traffic corridors serve as a major barrier to walking and bicycling. The railroad serves as another major barrier to bicycling and walking from east to west; only three crossings exist between Hwy 46 and the northern edge of the project area, therefore increasing risk exposure for pedestrians and bicyclists.

2. Identify risks or hazards facing children who walk or bike to school. Supply crash data or other relevant information as supporting documentation. (8)

Crash data was obtained from the New Orleans Regional Planning Commission for the time period beginning in January 2003 and ending in August 2005 (total of 2.7 years). The data includes non-motorized crashes (bicycle and pedestrian) that involved persons less than 18 years of age that occurred within 1.0 mile of Drew Elementary School. For the purpose of this analysis, areas east of the Inner Harbor Navigational Canal and across the Mississippi River were excluded as these water bodies represent major physical travel barriers accessible only by very large bridges and beyond the scope of this application. A listing of this data is provided in the table below.

**Bicycle and Pedestrian Crashes for Ages less than 18 Years Reported within 1.0 mile of Drew E.S.
 (2003-2005)⁽¹⁾**

CRASH_DATE	PRI_ROAD_N	INTER_ROAD	PedBike
8/17/2004	ALMONASTE	NORTH PRI	B
10/21/2003	BURGUNDY	PAULINE	B
5/27/2005	CHARTRES	CLOUET ST	B
6/25/2005	CLOUET	MARAIS ST	P
8/13/2004	CLOUET	N CLAIBOR	P
3/17/2003	CLOUET ST	N VILLERE	B
2/21/2004	CONGRESS	N DERBING	P
12/18/2003	DERBIGNY	DESIRE ST	P
7/19/2004	DESIRE ST	N VILLERE	B
5/26/2005	FRANCE	N ROBERTS	P
3/30/2003	FRANCE RD	N ROMAN S	P
2/18/2004	FRANCE ST	MARAIS ST	P
8/20/2003	FRANCE ST	NORTH CLA	B
3/28/2004	FRANCE ST	NORTH CLA	P
1/2/2004	FRANKLIN	N VILLERE	P
3/3/2004	FRANKLIN	NORTH CLA	P
11/16/2003	GALLIER S	MARAIS ST	P
7/10/2004	GALLIER S	N VILLERE	P
10/3/2003	GALLRER	NORTH VIL	P
5/8/2004	GALVEZ ST	LOUISA DR	P
5/3/2003	LESSEPS S	URQUHART	P
8/31/2003	LOUISA	MARAIS	P
11/13/2003	LOUISA ST	US 90 HWY	P
6/11/2004	LOUISIA S	URQUSRT S	P
1/1/2003	N CLAIBOR	MAZANT ST	B
4/23/2004	N GALVEZ	CLOURT	P
4/23/2004	N GALVEZ	CLOURT	P
5/14/2003	N RAMPANT	ST FERDIN	B
2/12/2003	N RAMPART	COULET ST	B
9/18/2004	N ROBERTS	FRANKLIN	P
5/23/2004	NORTH CLA	DESIRE ST	B
12/19/2003	NORTH DER	BARTHOLOM	B
10/12/2004	NORTH PRI	PORT STR	B
12/9/2003	PAULINE S	N. PRIEUR	P
2/12/2005	POLAND AV		P
10/13/2004	PORT ST	ST CLAUDE	P
5/21/2005	ST CLAUDE	O LESSEP	B
5/31/2005	ST CLAUDE	DESIRE ST	B
8/31/2004	ST CLAUDE	GALLIER D	B
10/15/2004	ST CLAUDE	GALLIER S	B
4/22/2005	ST CLAUDE	INDEPENDE	P
12/25/2003	ST CLAUDE	MAZANT ST	P
11/9/2003	ST CLAUDE	MUSIC ST	B
4/24/2005	ST CLAUDE	POLAND AV	P
10/12/2003	ST. CLAUD	PORT	B

(1) Data does not include crashes in areas East of the Inner Harbor Navigational Canal or across the Mississippi River.

The data was analyzed to determine the following: (1) what travel mode was most represented; (2) what crash locations were represented more than once; and (2) what road corridors represent the most crashes.

Travel Mode Analysis

The majority of crash events (60%) involved one or more pedestrians compared to bicycle crashes (40%). However, the majority of crashes on State Highways (53%) involved bicyclists; whereas, the majority of crashes on local roadways (66%) on local roadways involved pedestrians. The data does not indicate, however, if the pedestrians and bicyclists were traveling along the roadway or across the roadway.

Crash Locations Represented More than Once

Five crash locations involved multiple (two) crashes during the analysis period (see Fig. 1). These include three locations along State highways and two locations on local roadways.

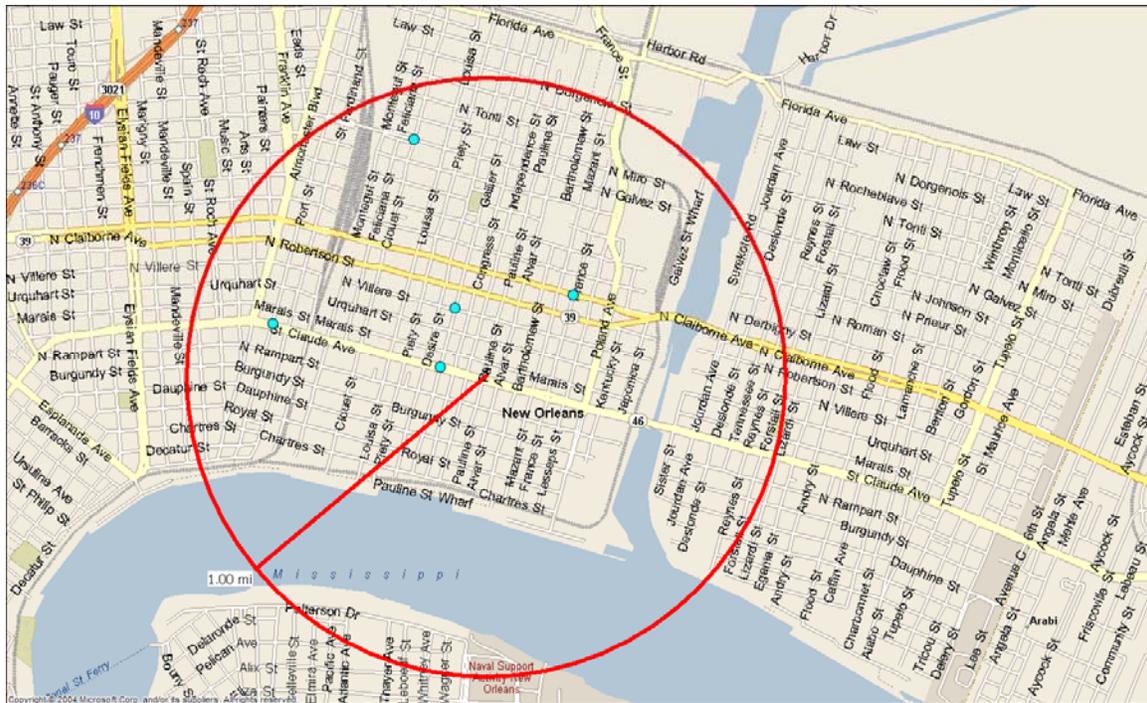


Figure 1 Locations with Multiple Crashes involving Ages less than 18 years (2003-2005)

Road Corridors with Most Crashes

Sorting the crash data by road corridors revealed that the five corridors with the most crashes represented 80% of the total bicycle and pedestrian crashes in the 1.0-mile boundary. These road corridors included the following:

1. St. Claude Ave. (Hwy 46) - 10 crashes
2. N. Claiborne Ave. & N. Robertson St. (Hwy 39) – 9 crashes
3. Clouet St. – 7 crashes

- 4. France St. – 5 crashes
- 5. Gallier St. – 5 crashes

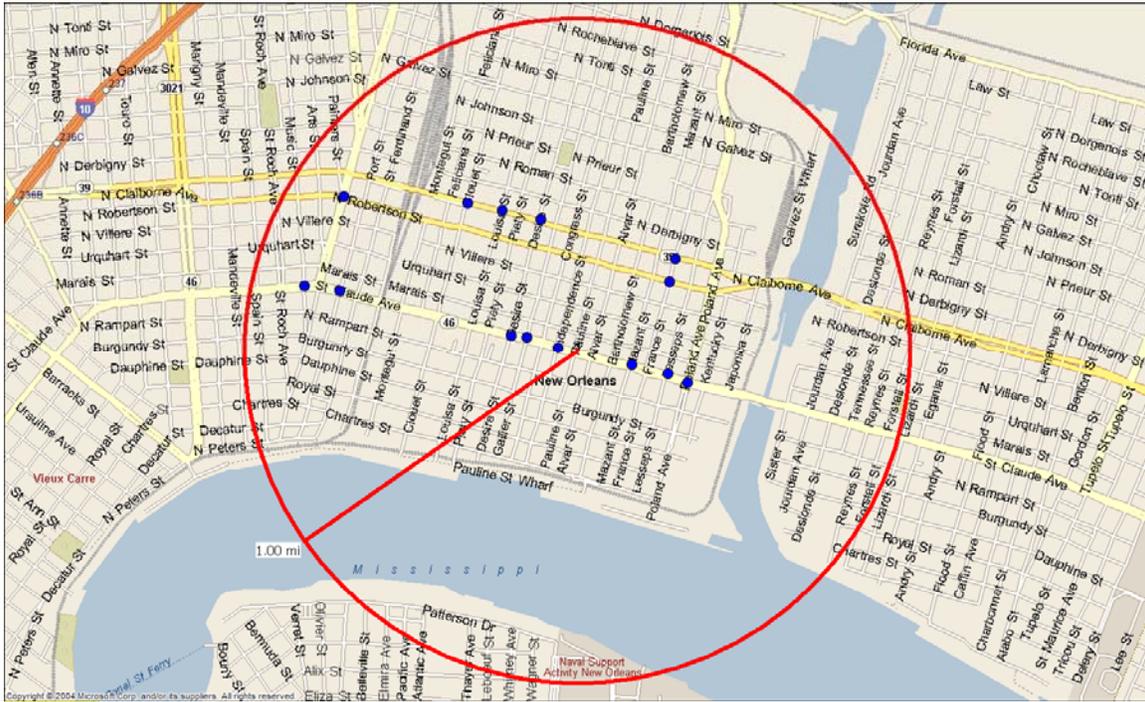


Figure 2 Crash Locations along State Highways involving Ages less than 18 years

While the majority (73%) of total crashes were on local roadways, the majority (60%) of locations with multiple crashes were on state highways (see Figure 1). State highways also coincide with bus routes and much of the commercial activity in the neighborhood. St. Claude Ave. (Hwy 46) and the couplet of N. Robertson St. (east-bound) and N. Claiborne Ave. (west-bound) (Hwy 39) are located within 4-5 blocks of each other and serve as major barriers to north-south travel in the project area. The combination of vehicular speed, high vehicular traffic volumes, and high pedestrian exposure make crossing or traveling along these routes particularly dangerous.

Local streets such as Clouet St., Gallier St., and France St. serve as north-south travel routes and all cross the two State highways mentioned above. These streets can serve as two-way short cuts for motor vehicles accessing Hwy. 46, Hwy 39, and N. Galvez St. Hwy 46, Hwy 39, and N. Galvez St. provide the only street connections across the railroad and the Inner Harbor Navigational Canal for approximately the northern half of the project area (area north of St. Claude Ave. (Hwy 46). It should be noted that all of the crashes for these local streets also occurred in the northern half of the project area.

3. Describe the current percentage of students that bike or walk to school and the potential for increasing that percentage. Provide student surveys, parent surveys, etc. as supporting documentation. (5)

An informal poll of 346 students in a total of 21 classes was taken Tuesday, January 31, 2008 by classroom teachers. Teachers used the Safe Routes to School Student Arrival and Departure Tally Sheet and collected the data over one day to provide a mere snapshot of student travel behaviors to and from school. An example of the tally sheet used can be found on the national Safe Routes to School website, under the resources section. Data indicate that out of 346 students, 34% walk to and from school. No students reported riding a bicycle to and from school. Also, 39% of students ride the bus. 26% are dropped off by parents, and 1% have some other means of transportation.

Given that Drew elementary school is comprised of many students from the same households, it is an excellent place to work with students to increase the proportion of walkers and bikers to and from school. As illustrated by Figure 3, there are many families which live within the quarter mile and one mile radius of the school. These particular areas will be targeted for infrastructure improvements.

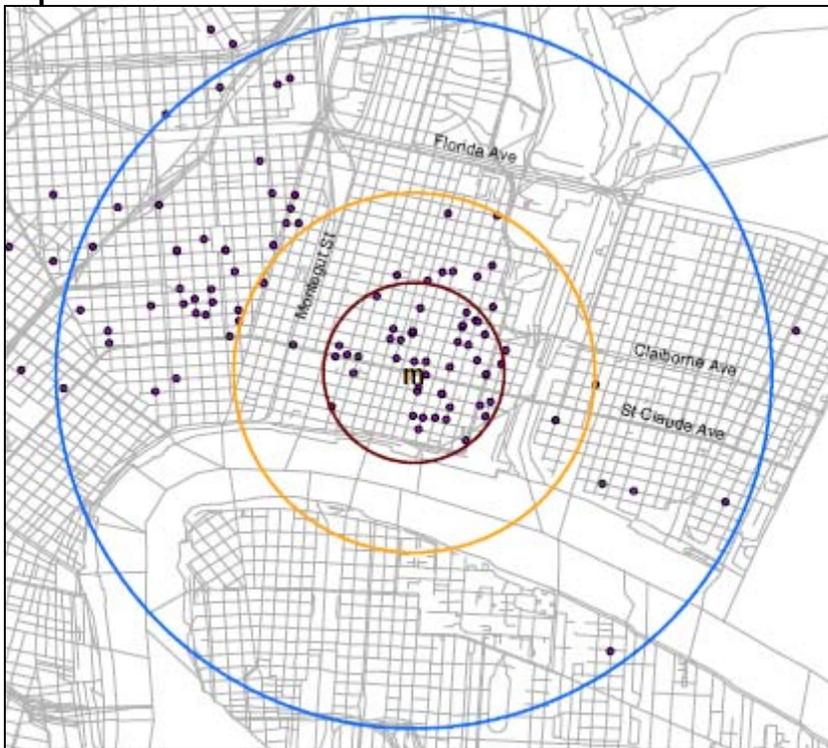


Figure 3: Student Families within .5 Miles, 1.0 Mile, and 2.0 Miles

4. Provide a copy of any engineering or other studies used to identify problems and recommend solutions where applicable. Examples are traffic studies, walkability or bikeability surveys, etc. (4)

See Appendix A for study copies

- LaDOTD Memorandum dated Nov. 2, 2007 “Estimated striping quantities for the proposed bike lanes on LA 46 (St. Claude Avenue) under State Project 046-02-0021.
- New Century New Orleans Master Plan: Transportation Plan, Planning District 7 Neighborhood Considerations, City Planning Commission, March 2004, pp. 234-246 and Map 25.
- New Century New Orleans Master Plan: Transportation Plan, Issues and Analysis: Bicycle and Pedestrian Systems, City Planning Commission, March 2004, pp. 133-142 and Map 14.
- 2005 New Orleans Metropolitan Bicycle and Pedestrian Plan, Chapter 14 “Safe Routes to School”, New Orleans Regional Planning Commission, September 2006, pp. 201-208.

PROPOSED IMPROVEMENT/ACTIVITY

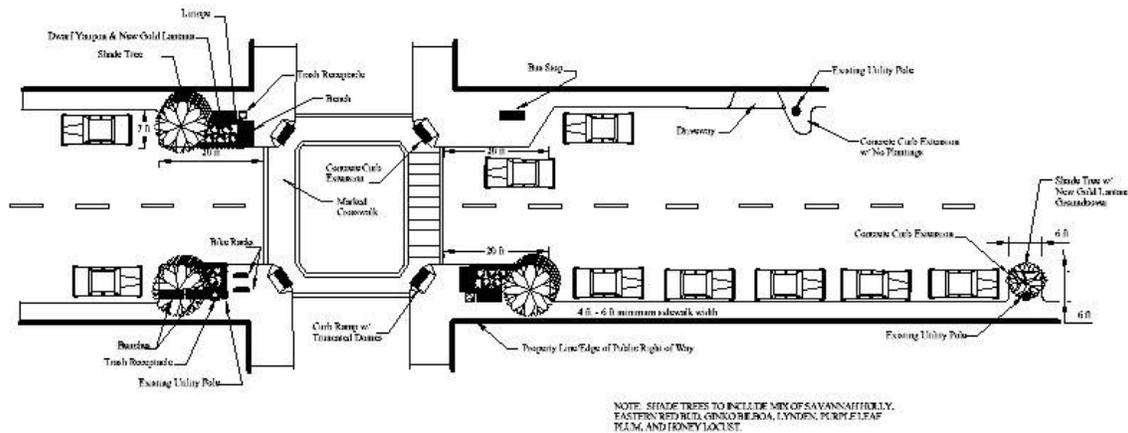
Label your responses ATTACHMENT B

30 Points

1. Describe the proposed infrastructure improvement and/or non-infrastructure activity and how implementation will improve conditions with respect to the identified problem(s) above, e.g. improve driver behavior, improve quality of walking environment, decrease accidents, increase safety, increase numbers of students who walk or bike to school, etc. Be specific. Infrastructure description should include critical dimensions of proposed improvement with a plan view or cross-sections shown on a separate sheet. (20)

Proposed Infrastructure Improvements

Infrastructure improvement recommendations are focused on the transportation facilities within a 1.0-mile radius of Drew Elementary School. The project area is depicted in the figure below. This radius is well within walking distance and has the potential to improve the quality of bicycling and walking conditions for the greatest number of students traveling to and from school. As previously stated, areas east of the Inner Harbor Navigational Canal and across the Mississippi River were excluded from consideration of infrastructure improvements as these water bodies represent major physical travel barriers accessible only by very large bridges and beyond the scope of this application. Typical infrastructure improvements are depicted in the image below.



CONCEPTUAL DRAWING

Engineering countermeasures that are designed to improve the pedestrian and bicycling environments will be implemented at locations that have the potential to best improve safety and the quality of the non-motorized travel experience. Priority locations include the following and associated countermeasures are listed in the table below.

<i>Location</i>	<i>Selected Countermeasures⁽¹⁾</i>
Streets and intersections immediately adjacent to Drew E.S. (i.e., Hwy 46, Alvar St., Marais St., and Pauline St.)	<ul style="list-style-type: none"> • Sidewalk repairs • Narrowing of street (curb extensions) • More defined on-street parking • More defined loading/unloading space for buses and automobiles • Landscaped buffer between street and sidewalk • Bike racks
Designated school zones on State Highways 39 and 46	<ul style="list-style-type: none"> • Adjust school zone boundary, as necessary • Update school zone signage • Repair or install blinking warning signs • Install ladder crosswalks
Signalized intersections on State Highways 39 and 46	<ul style="list-style-type: none"> • Narrowing of street (curb extensions) • Decrease turning radius • Install pedestrian countdown signals
Intersections on Clouet St., France St., Gallier St., and other local streets, as indicated by student and parent survey responses	<ul style="list-style-type: none"> • Narrowing of street (curb extensions) • Decrease turning radius

Alvar St. Bicycle Route (previously approved in New Orleans Transportation Plan)	<ul style="list-style-type: none">• Install shared roadway (bicycle route signage and bike-and-chevron markings)
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(1) Explanations of selected countermeasures are provided in Attachment .

All of the countermeasures recommended above have been implemented in Orleans Parish on various roadways. Street narrowing using curb extensions was completed on Canal Street (Mississippi River to Claiborne Ave.) in December 2007. Curb extensions will be included in the forthcoming Oak Street (City capital bond program) resurfacing project. Improved shared roadways utilizing bicycle route signage and bike-and-chevron pavement markings were recently used on Marconi Dr. and Robert E. Lee Blvd.



Photo 1 Marconi Drive Bicycle Route (Shared Roadway)

Proposed Non-Infrastructure Improvements

1. The proposed non-infrastructure activity will consist of the following components:
 - a. An International Bike/Walk to School event will be held on 10/8/08. This event will encourage parents and their children to walk to school that day. Students who participate will receive an incentive that will further encourage them to walk other days. Additionally, we will begin using a punch card system so that students, who walk to school consistently, will receive additional incentives for future walks. Examples of small incentives are stickers; examples of larger incentives are water bottles, balls and jump ropes. The larger incentives will not only reward the students for their increased participation, but also encourage physical activity.

- b. A two part bike safety class conducted by a certified League Cycling Instructor will be offered to all students interested in biking to school. Part one of this class will consist of the instructor meeting with parents of students in the area who frequently ride a bicycle, but perhaps the students do not yet ride to school. The instructor will help the parents learn how to teach their children the appropriate ways to ride their bike and the applicable laws. The second part of this class will consist of the instructor and parents running basics skills drills for the students so that they are comfortable with handling their bicycle while learning hand signals. This class will be offered to students twice, once in the fall and once in the spring. Representatives from local bike shops and the New Orleans Police Department will be invited to participate in all bike related events.**
- c. A bike rodeo will be held to launch the SRTS program at Drew Elementary. The rodeo will highlight and reinforce essential safety skills such as hand signals, proper helmet fit, making correct turns, and observing driveways. The rodeo will be held in the spring of the program year to help prepare students for summer riding.**
- d. A pedestrian safety class conducted by the Drew elementary physical education teacher with assistance by the New Orleans Police Department will be taught to students in grades K-3. This class will have age appropriate activities designated to teach children how to walk safely in their neighborhood. Students will learn to identify safe places to cross the street and employ the “stop, look and listen” method to cross the street successfully. Two twenty minute trainings will be held in the fall and two additional twenty minute trainings will be held in the program year.**
- e. A walking school bus route will be developed for the students who live within 0.5 miles of the school to be expanded to 1 mile during the next funding cycle. Parent volunteers will walk children to school using predetermined routes established with the help of the school principal, teachers and Safe Routes to School public health graduate student intern. The routes will encompass the areas where the greatest majority of students reside who live within the half mile radius, and will be published as walking maps delineating safe places to walk to and from school.**
- f. Cycling maps will be created which show the best routes for students to use when biking to and from school. The maps will also reinforce traffic and bike safety measures taught in the bike safety classes. These maps will be available for all students who attend Drew.**
- g. A billboard along St Claude Avenue will be rented to give notice to community members of increased walking and biking to and from school by students of Drew elementary. The billboard is located**

directly along walking and biking routes and is perfect to not only encourage not only parents to allow their students to walk to school, but to help drivers become more aware of the increased number of children walking and/or biking to and from school. Billboard will be created in collaboration with the media and public relations personnel of Louisiana Public Health Institute (LPHI). LPHI has vast experience in mass media campaigns in the greater New Orleans area, creating the “treat you right” and “don’t buy junk” healthy eating campaigns that were stationed on billboards and public buses in 2006.

- h. Classroom lessons will teach students about how walking is an excellent method of maintaining and improving their health and the world around them. This 15 lesson curriculum, will be adapted from the Walk Boston Safe Routes to School curriculum, links lessons in health, math, social studies and science to state level benchmarks. Lessons will be adapted with the assistance of the school level teachers to ensure compliance with the Louisiana state benchmarks.**

These activities would increase pedestrian and cycling safety as well as encourage greater numbers of children to walk/bike to school.

2. Explain how each component of the 4 E’s below was considered in the project. If one or more were not considered or incorporated, explain. (10)

- a. **ENGINEERING** - Creating operational and physical improvements to the infrastructure surrounding schools that reduce speeds and potential conflicts with motor vehicle traffic, and establish safer and fully accessible crossings, walkways, trails and bikeways.
- b. **EDUCATION** - Teaching children about the broad range of transportation choices, instructing them in important lifelong bicycling and walking safety skills, and launching driver safety campaigns in the vicinity of schools.
- c. **ENCOURAGEMENT** - Using events and activities to promote walking and bicycling.
- d. **ENFORCEMENT** - Partnering with local law enforcement to ensure traffic laws are obeyed in the vicinity of schools (this includes enforcement of speeds, yielding to pedestrians in crossings, and proper walking and bicycling behaviors), and initiating community enforcement such as crossing guard programs.

A. Engineering

- i. Non-Infrastructure: All children living .5 miles from the school or less will be encouraged to take part in the walking school bus program. Four routes will be established that bring children from each of four quadrants that surround the school. Volunteers along the routes will**

be identified and trained so that children may walk to school together happily and safely.

- ii. **Infrastructure: Countermeasures were referenced from the pedestrian and bicycle information center. Specific measures used in this project are referenced in Appendix A. Details regarding costs and facilities relative to this project are provided.**

B. Education

- iii. **Education makes up the majority of the non-infrastructure component of the SRTS application. Students will be taught the rationale behind walking and biking to school through health and physical education classes. They will learn to see walking and/or biking as an inexpensive and enjoyable method of physical activity and transportation. Teaching children the appropriate ways to perform walking and biking in this neighborhood will help them continue to use these same habits as healthy teens and adults. This knowledge will not only allow them to participate in safely walking or riding their bicycles to and from their elementary school, but will foster an appreciation of traffic safety skills throughout their lifetime as well as promote alternative forms of transportation. Additionally, the billboard campaign will highlight not only the increased number of students walking for transportation, but will also educate drivers to be more aware for these students along the roadway they travel.**
- iv. **Bike Rodeo: To include stations such as**
 - 1. **Registration: participant sign-up. Parental permission slip forms completed, Printed educational material for parents re: bike/pedestrian safety**
 - 2. **Bike Inspection (staffed by volunteers): Bikes will be checked for proper tire inflation, brake function, chain integrity, and fit**
 - 3. **A “Rules of the Road” station: Children are provided with education regarding stop signals and stop signs , slowing for blind intersections, riding against traffic, signaling turns, maintaining focus while riding**
 - 4. **Helmet Fit: Parents will be instructed on maintaining properly fitting helmets and children will be taught what a “good fit” feels like.**
 - 5. **Chalk Streets: A mini-course for riding practice**
 - 6. **Bike Security: Children will be provided education regarding keeping their bicycle safely stored and locked to prevent theft.**
- v. **Bike Safety Class:**
 - 1. **Includes education regarding bicycle safety checks, on-bike skills, crash avoidance techniques, choosing safe riding routes.**
- vi. **Pedestrian Safety Classroom activities:**
 - 1. **Includes education regarding safely crossing a street, recognizing traffic signs and their meaning, maintaining focus on surrounding environment while walking. This will be taught in physical education classes to younger students, in grades K-3.**

C. Encouragement:

The kickoff for the program is the International Bike/Walk to school event on 10/8/08, where parents, children, and community members will receive promotional material concerning the new SRTS program at Drew Elementary. School children will make banners and promotional and educational material will be provided to parents. Activities will be promoted throughout the school such as prizes and incentives for individuals who walk/bike the longest distance over a predetermined time, and classroom competitions where children in the same grade compete for a classroom prize.

A billboard campaign created with support of the Louisiana Public Health Institute will also be created and implemented during the fall of 2008. This media campaign will encourage parents to allow their students to walk and bike to school, as well as provide information to drivers who will see increased numbers of children walking and biking in the area.

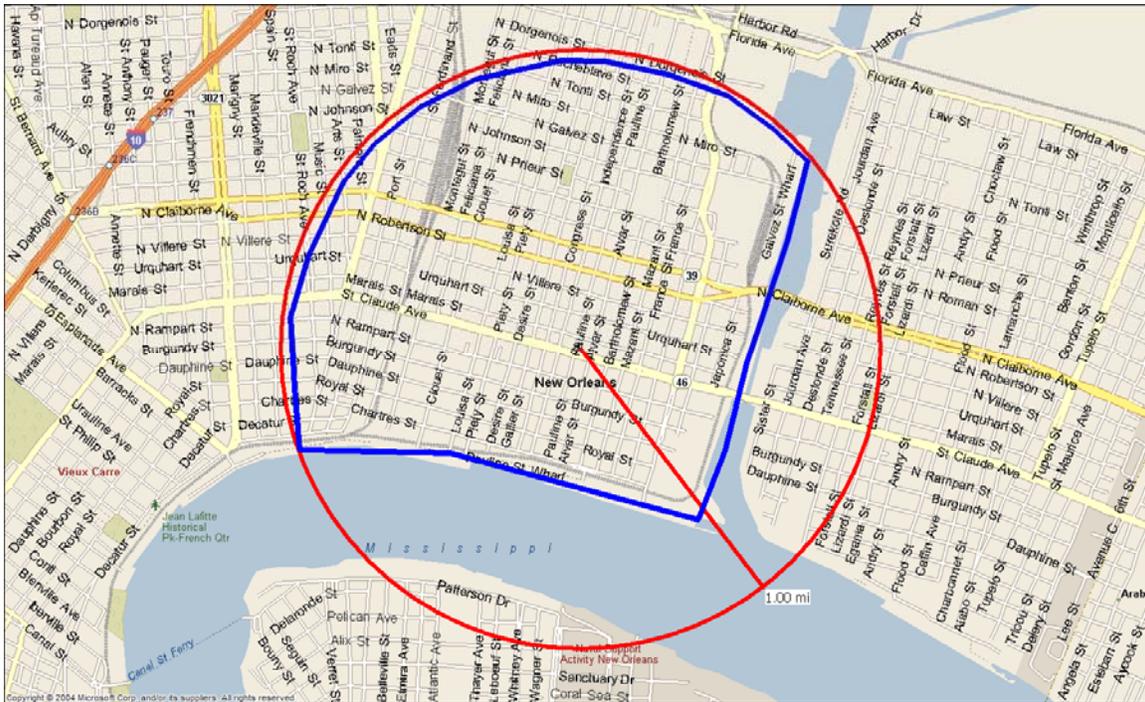
The bike rodeo and bike safety classes will provide opportunities for parents to learn about bicycling in their area so that they may feel more comfortable in allowing the students to bike to school. These classes will also teach parents the safest methods for riding so that they can reinforce the desired behaviors of students when they are not in school. Children who attend the bike rodeo event will receive a free bike helmet and bike lock and can register to win a "door" prize.

Other activities include the use of punch cards and pedometers to encourage physical activity. Children who ride and/or walk to school will receive punches on their punch card that they can use toward modest incentives. Children who walk will be provided pedometers so that they can log their steps taken to and from school. Modest prizes will be awarded for most steps walked.

D. Enforcement: The program budget calls for paying 2 uniformed New Orleans Police officers to be in the school zone area enforcing speed zones and crossing safety zones. These officers will be necessary to help facilitate the renewed implementation of the speed zones during school times. Many drivers in Orleans Parish are unsure which schools are currently open and at which hours. Having a visual presence of officers is essential to the program's success because the school lies on a very busy state highway. Additional enforcement will allow the school to coordinate concerted enforcement weeks or months when writing tickets for relevant traffic violations. This safety measure is prioritized by local and State law enforcement agencies for a finite time period.

MAPS, PLANS, & PHOTOGRAPHS
Label your responses ATTACHMENT C
10 Points

1. Attach project location map(s); project boundary map and site plan (if available). (8)



2. Include photographs of the existing site and/or facility if applicable. (2)

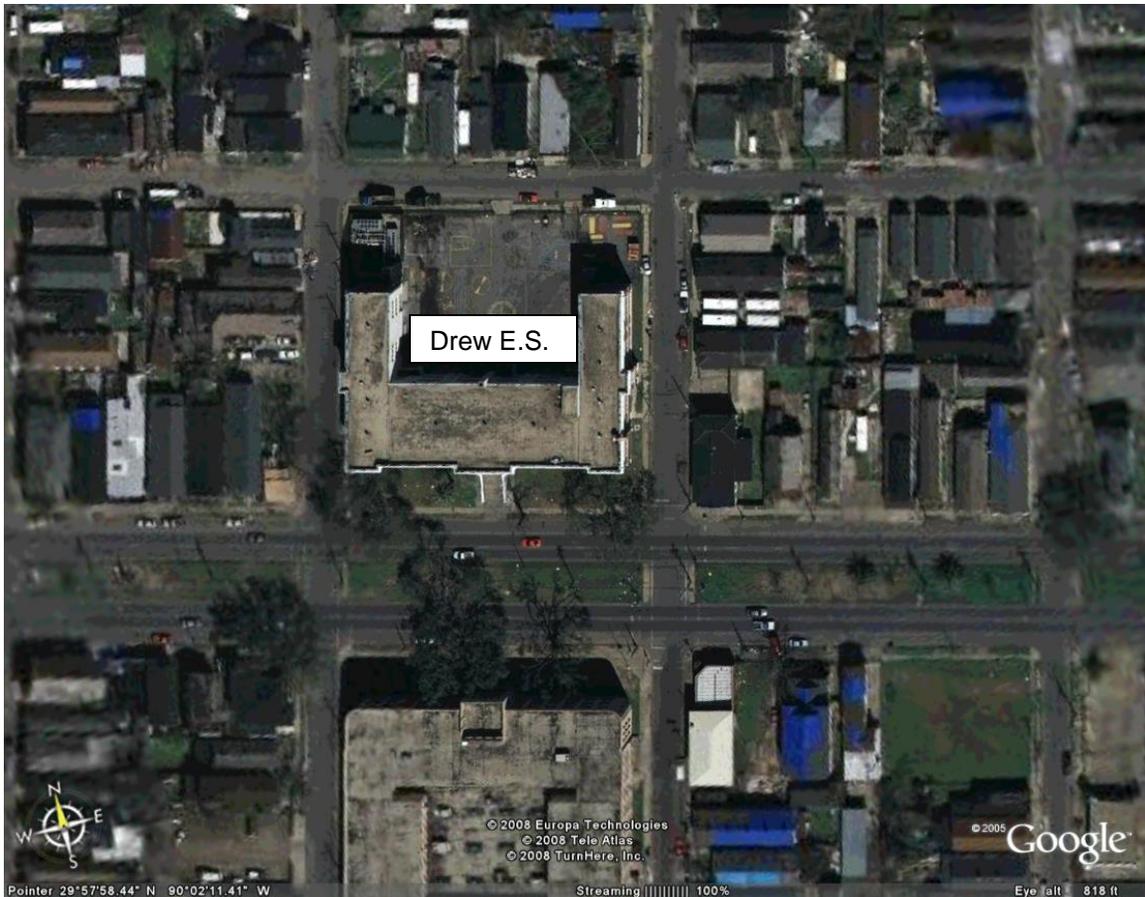


Figure 4 Drew E.S. Aerial View

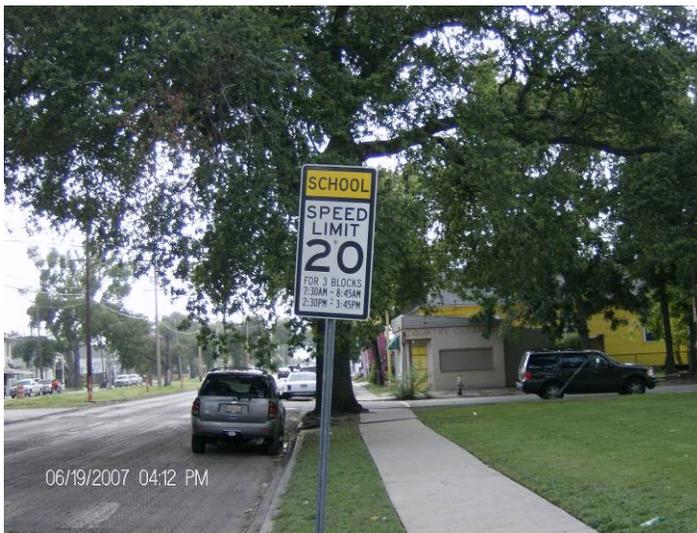


Photo 2 School zone sign and sidewalk in front of Drew E.S.

Please note that this application will be reproduced, so please provide maps in a "reproducible friendly" format (on 8 ½" x 11" paper, No Polaroid pictures please). Comments on the projects should be outlined as captions.

PROJECT SUPPORT

Label your responses ATTACHMENT D

10 Points

1. Describe and document any local organizations, local agencies, citizen support or other project partners participating in the development of this project. (4)

Project partners include the City of New Orleans Department of Public Works, the Recovery School district, Tulane University Prevention Research Center. The Department of Public Works (DPW) fully supports the infrastructure component of this project and is its sponsor. DPW will coordinate all work (authorization, permits, etc.) within State highway right-of-ways with the Louisiana Department of Transportation and Development. The Recovery School district supports and sponsors the non-infrastructure portion of the application. The Tulane University Prevention Research Center is sponsoring a graduate student intern in the field of health education to work for two semesters coordinating and evaluating the project. Louisiana Public Health Institute has agreed to prepare the billboard media campaign. Citizen support is granted by the Faubourg St Roch Neighborhood Improvement Association which has many Drew elementary school students living within its project boundary.

2. Identify responsibility for maintenance and/or ongoing funding, if needed, to ensure the continued success of the project. Provide a letter or resolution of acceptance of responsibility. (4)

The city of New Orleans Department of Public works assumes future maintenance costs as delineated in the budget.

3. Estimate the reoccurring funding required for the proposed project. (2)

There is no plan for additional infrastructure improvements beyond the scope of the proposed project. Continuing successful non-infrastructure improvements would be near the range of the current non-infrastructure budget, approximately fifty thousand dollars. Every effort will be made to seek additional funding for the most successful program elements in the coming years.

SURVEILLANCE AND EVALUATION

Label your responses ATTACHMENT E

10 Points

1. Please submit your plan for measuring success. Include projected outcomes, e.g. reduced driver speeds, number of students walking, traffic reduction. How do you plan to gather pre and post data on the percent of students walking and biking to school? (Applicants will be required to complete and submit standard surveys)(10)

Using Safe Routes to School national resource center, we will collect transportation data using the student arrival and departure tally sheets. The sheets will be completed by homeroom teachers three times per year: August at the beginning of the school year, January as the midpoint and the final collection point will be the end of April. The tally sheets will help determine the number of students who bike, walk and ride the school bus or some other form of motorized transportation in a typical week. With these raw numbers, we will be able to calculate percentages and then examine if there are changes in these percentages throughout the life of the program. In addition, the Safe Routes parent survey will also be distributed. The parent survey will help track changes in attitudes of parents who allow or do not allow their children to bike or walk to school. Each of these data sets will be provided to the Safe Routes National Resource Center so that they can be analyzed similar to other programs.

With the help of the New Orleans Police Department who are assisting with the enforcement of the reduced driver speeds, we will track the number of speeding tickets issued to drivers. We will collect this information from the NOPD at the same points in time as the survey and tallies. This will help determine whether fewer people are speeding in the area after the infrastructure and enforcement strategies are implemented.

We will continue to request and examine crash data from the Regional Planning Commission, however, it should be noted that crash data has limitations for evaluation purposes. If crashes increase during the project period, it will be difficult to ascertain if the increase was due to poor safety or simply increased numbers of pedestrians and cyclists. For this reason, we will not rely heavily upon such data.

PROJECT COST

Label your responses ATTACHMENT F 15 Points

1. Itemize ALL project elements and costs for which funding is being sought only. List item, description, quantity, unit price, amount, etc. Include items for mobilization, temporary signs and barricades, and construction layout (if layout is applicable and to be performed by contractor). Use the form in Appendix A for infrastructure cost estimate. Provide a separate estimate for non-infrastructure activities. (15)

All construction projects will be advertised and bid by DOTD and engineering firms will be advertised and selected by DOTD. Take this into consideration when preparing project costs.

Be sure to have as complete and accurate a cost estimate as possible for all phases of the work. Funding may not be available to cover inadequate cost estimates, and may jeopardize the completion of the project.

**PROVIDE SEPARATE BUDGETS FOR INFRASTRUCTURE AND NON
INFRASTRUCTURE PROJECTS.**

INFRASTRUCTURE PROJECT ESTIMATE				
Item	Unit	No. Req'd	Unit Cost	Cost
EXTERNAL PERSONNEL				
Cycling, League Cycling Instructor-Bicycle Safety Training Hours for all grades	lump sum	1	\$1,500.00	\$1,500.00
TOTAL EXTERNAL PERSONNEL				\$1,500.00
PROMOTION & ADVERTISING				
Billboard advertisement promoting driver safety	Each	12	\$850.00	\$10,200.00
Billboard campaign design by LPHI	EACH	1	\$1,000.00	\$1,000.00
Postage-mail brochures to student parents	Each	600	\$0.41	\$246.00
Brochure color printing - 8 1/2 x 11 tri-fold	Each	550	\$1.93	\$1,061.50
Frequent walker & biker punch card color printing - 8 1/2 x 11 size, 12 cards per page	Each	700	\$1.50	\$1,050.00
TOTAL PROMOTION & ADVERTISING				\$13,557.50
EQUIPMENT & SUPPLIES				
Black & white parent & student survey	Each	1,200	\$0.15	\$180.00
Maps for Walking schoolbus development project	Each	600	\$1.25	\$750.00
Orange Safety Vests to be checked out to Walkers, Riders, Volunteers of the Walking School Bus	Each	60	\$8.99	\$539.40
Bike Rodeo Safety Handouts and Materials	Each	100	\$3.00	\$300.00
Bike Helmets and locks to be distributed at the Bike Rodeo	Each	100	\$25.00	\$2,500.00
Stopwatches for classroom experiments	Each	25	\$11.50	\$287.50
Pedometers for walkers taking part in the walking school bus	Each	300	\$5.00	\$1,500.00
TOTAL EQUIPMENT & SUPPLIES				\$6,056.90
OTHER				
Police overtime for enforcement of school zone -2 officers	2.5 hrs	176	\$30.00	\$26,400.00
Equipment Rental for Bike Rodeo/Program Launch	Lump Sum	2	\$300.00	\$600.00
Modest prizes / incentives for all participants in the 5 planned events	Lum Sum	1	\$1,500.00	\$1,500.00
Materials (copies, balloons, banners) for International Walk to School Event	Lump Sum	1	\$300.00	\$300.00
Tulane Master of Public Health Intern as School Support	lump sum	2	\$2,000.00	In-kind
TOTAL OTHER				\$28,800.00
PROJECT COST TOTAL				\$49,914.40

Louisiana Safe Routes to School Program						
Drew Elementary School						
3819 St. Claude Avenue, New Orleans, La 70117						
Detailed Infrastructure Project Cost Estimate						
Construction Costs						
ITEM	QUANTITY	UNIT	UNIT PRICE	REQUESTED SRTS FUNDS	LOCAL FUNDS	AMOUNT
Shared Roadway (Alvar St.- 1.5 miles or 21 blocks)						
Thermoplastic bike-and-chevron pavement markings	40	Each	\$ 300.00	\$ 12,000.00		\$ 12,000.00
Bike route signage	12	Each	\$ 150.00	\$ 1,800.00		\$ 1,800.00
Bike racks	2	Each	\$ 500.00	\$ 1,000.00		\$ 1,000.00
Designated School Zones on Hwys 39 and 46						
Signs w/ U-channel posts	24	Each	\$ 150.00	\$ 3,600.00		\$ 3,600.00
Repairs to blinking warning signs	-	-	-	-	Expected to be covered by LaDOTD maintenance budget	\$ -
Ladder crosswalks	8	Each	\$ 400.00	\$ 3,200.00		\$ 3,200.00
ADA-compliant curb ramps	8	Each	\$ 250.00	\$ 2,000.00		\$ 2,000.00
Streets Adjacent to Drew E.S. and Intersections on Local and State Roadways						
Countdown pedestrian signals	6	Each	\$ 6,600.00	\$ 39,600.00		\$ 39,600.00
Ladder crosswalks	8	Each	\$ 400.00	\$ 3,200.00		\$ 3,200.00
Sidewalk repairs	200	Square yards	\$ 60.00	\$ 12,000.00		\$ 12,000.00
Curb extensions (See Note 1) with ADA-compliant ramps	16	Each	\$ 5,980.00	\$ 95,680.00		\$ 95,680.00
Landscaping (shrubs and small trees to create buffer from motor vehicles)	1	Lump sum	\$ 8,000.00	\$ 8,000.00		\$ 8,000.00
Misc. pavement markings for parking and loading zones (4" plastic pavement striping)	1000	Linear feet	\$ 2.00	\$ 2,000.00		\$ 2,000.00
			Subtotal:	\$ 184,080.00		\$ 184,080.00
Mobilization (2%)				\$ 3,681.60		\$ 3,681.60
Traffic Control (3%)				\$ 5,522.40		\$ 5,522.40
Construction Layout (3%)				\$ 5,522.40		\$ 5,522.40
Contingency (10%)				\$ 18,408.00		\$ 18,408.00
			CONSTRUCTION COSTS TOTAL:	\$ 217,214.40		\$ 217,214.40
Engineering Costs						
Preliminary Engineering (10% of Total Construction Amount)				\$ 21,721.44		\$ 21,721.44
Construction Engineering/Contingency (5% of Total Construction Amount)				\$ 10,860.72		\$ 10,860.72
			ENGINEERING COSTS TOTAL:	\$ 32,582.16		\$ 32,582.16
Other Costs						
Utility Relocation				\$ -	\$1,000	\$1,000
			OTHER COSTS TOTAL:	\$ -	\$1,000	\$1,000
			TOTAL PROJECT COSTS (Const + Engr + Other):	\$ 249,796.56	\$1,000	\$ 250,796.56
Note 1						
Curb extensions						
Concrete (4" thickness)	27	square yards	\$ 60			\$ 1,620
Concrete curb	30	linear feet	\$ 30			\$ 900
Trench drain	30	linear feet	\$ 60			\$ 1,800
Demolition and removal	80	square yards	\$ 20			\$ 1,600
Base course	1	cubic yards	\$ 60			\$ 60
					Total:	\$ 5,980

Email your application in a word document to shalandacole@dotd.la.gov . Also, send one (1) bound application and five (5) stapled copies of the application.

The bound application and the extra 5 copies should be submitted to:

**Louisiana Department of Transportation and Development
Safe Routes to School Program**

Attention:

Shalanda Cole, MBA

Section 82

P.O. Box 94245

**Baton Rouge, LA
70804-9245**